



US Army Corps  
of Engineers®



## Michigan City Harbor, IN

### **Project Features**

- The harbor is located in Michigan City, Indiana in LaPorte County, Indiana.
- Authorization: Rivers and Harbors Acts of 1836, 1870, 1899, 1905, 1927 and 1935. Section 107 of the Rivers and Harbors Act of 1960. Section 123 of the Rivers and Harbors Act of 1970, Water Resources Development Act 1986 and 1996.
- Maintained navigation channel depths are 14 ft. in the harbor entrance, 12 ft. in the outer harbor, 10 ft. in Turning Basin #1, 10 ft in Trail Creek from Turning Basin #1 to Turning Basin #2 and 6 ft in Trail Creek from Turning Basin #2 to E. Street.
- Harbor structures consist of 2,304 linear feet of timber crib breakwaters, a West Pier 835 ft long and an East Pier 2,276 ft long.
- The Federal navigation channel within the harbor and Trail Creek is 2 miles long.

### **Project Needs**

- A Dredged Material Management Plan (DMMP) is needed to investigate future sediment disposal options of the contaminated sediments of Turning Basin #1 and Trail Creek.
- The harbor entrance (clean sand) was last dredged in July 2006 to 14 feet and periodic dredging of the harbor entrance is needed every 2-3 years. Trail Creek dredging is needed approximately every 6-8 years and it was last dredged in July 2002 with disposal in a landfill that was permanently closing.
- A Confined Disposal Facility (CDF) will be most likely needed for future disposal of the contaminated sediments in the channels. The previous Michigan City Harbor CDF was capped after it was filled to capacity in 1979.
- The detached timber crib concrete capped breakwater is the harbor's primary shield for



mariners entering the harbor. Its condition is poor and has a high probability of the concrete cap collapsing resulting from deteriorating timbers that have been exposed to the air during the recent prolonged low Lake Michigan levels. A 40 foot section of concrete cap was dislodged in 1998.

### **Consequences of Not Maintaining the Project**

- The harbor is a critical to the vitality of Michigan City; however, the Port of Michigan City no longer has significant amounts of commercial tonnage.

### **Homeland Security Importance**

- The U.S. Coast Guard maintains law enforcement and search & rescue vessels within the port. The Coast Guard needs access to and from the port to conduct its Homeland Security missions on Lake Michigan.
- The harbor is the safe refuge on southern Lake Michigan for recreational boats because its detached breakwater provides protection for vessels entering the harbor. There are transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out and launching.
- The harbor generates millions annually in direct revenue related to recreational boating.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2007, 2008 and 2009  
Michigan City Harbor, IN Project Needs and President's Budget**

<b>Work Package</b>	<b>FY07 Need</b>	<b>FY07 President's Budget</b>	<b>FY08 Need</b>	<b>FY08 President's Budget</b>	<b>Revised FY09 Need</b>	<b>FY09 President's Budget *</b>
Harbor Routine Operations	-	-	15		20	
Harbor Entrance Dredging	-	-	-		730	
DMMP	200	0	300			
Trail Creek Dredging (from Turning basin #2 to E. Street)	-	-	-		730**	
Detached Breakwater Repair	-	-	-			
<b>TOTALS</b>	<b>200</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>1480</b>	

\* FY09 President's Budget will be available in February 2008

\*\* The viability of Trail Creek dredging in FY09 depends upon development of the DMMP in FY08.